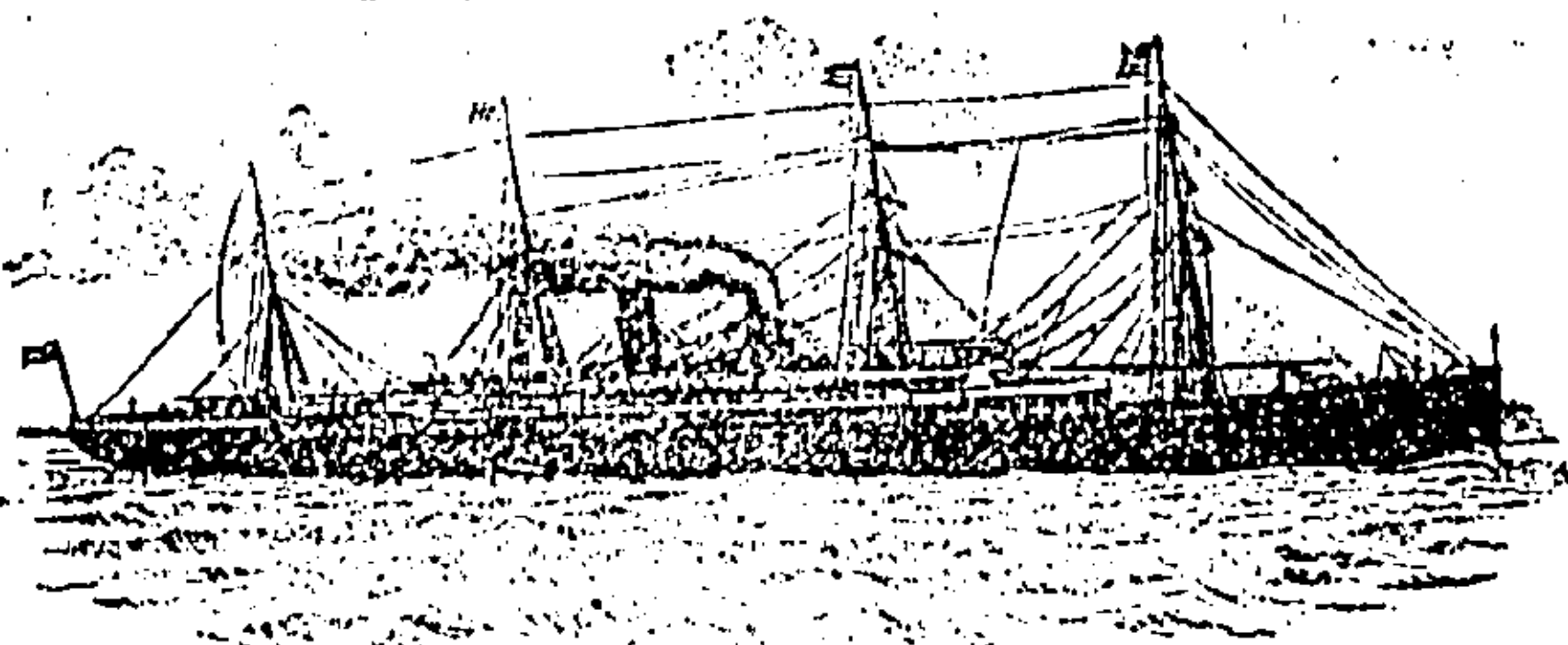


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"CORPUS"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GALIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, AMY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS to EUROPE have the choice of the Overland R.R. Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the fare, and land rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at £100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 10th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 15th July.
"TARTAR"	4,425 ".....	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 5, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	20th June.	Freight and Passengers.
MADSEN	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	1st July.	Freight.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	15th July.	Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	29th July.	Freight and Passengers.
WURZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	12th August.	Freight.
V. BINDER	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)		
BADENIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)		
Röden			

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO, AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,361 tons.....	Captain H. D. Jones.
"PAI-SHAN"	2,361 ".....	G. F. Morrison, R.N.R.
"HAI-KOW"	2,361 ".....	Dixon.
"KIN-SHAN"	2,361 ".....	C. V. Boyd.
"J. J. Lassus"	2,361 ".....	J. J. Lassus.

Departures from HONGKONG to CANTON daily at about 7 A.M. to A.M. and 6 P.M. except Sundays at 7 A.M. and to A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG-SHAN" 1,998 tons..... Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 7 P.M. as per special Schedule. } Sunday

Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNG-SHAN" 2,19 tons..... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 561 tons..... Captain R. D. Thomas.

S.S. "SANNAN" 588 "..... B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Antimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net (500 per Cask ex Factory).

In Bags of 250 lbs. Net (500 per Bag ex Factory).

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th May, 1903.

WHAT IS

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE COMPANY'S OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

(Hongkong, 1st May, 1903.)

WAI YUNG PHOTOGRAPHER,

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

Views ALWAYS ON HAND

TERMS MODERATE.

Hongkong, 19th December, 1902.

FURNITURE WAREHOUSE.

LI KWONG LOONG

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road Central.

Hongkong, 28th November, 1902.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th March, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Andemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPIGLASSES, Nos. 14 & 15, Queen's Road Central, (1903)

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Hongkong, 10th March, 1903.

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J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th March, 1903.

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO.'S
CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES }
HEINZ'S APPLE BUTTER } cannot be surpassed.
HEINZ'S BAKED BEANS }

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c]

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1399c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY

JAMES J. HILL AND THE PACIFIC OCEAN.

He is going to annex it, and displays no small cleverness in the plans he has sketched out. We learn from the United States that in the middle of the month just past a leviathan goods-carrying steamship, named *Albatross*, was launched from the New London yards of the United States Shipbuilding Company, and that during the next few weeks a sister ship, named *Dakota*, will follow. These two vessels, the New York Commercial *Chiricle* informs us, are possessed of a dead weight cargo capacity 50 per cent. greater than the famous White Star liners *Celtic* and *Celtic*, are to be put on to an ocean route between Puget Sound and China and Japan. Mr. James J. Hill, as is well known, is a great railroad magnate, who has risen from the position of engine driver or stoker, or wheel greaser, or something of that kind, and whose designs are by no means those of a weak or short-sighted man. His argument is that by puttingships of a magnitude of 28,000 tons displacement and 28,000 tons dead weight cargo capacity upon this Northern route to Asia he will be able in time to seize the traffic now brought over a distance of some 12,000 miles by way of the Indian Ocean, Suez Canal and the Atlantic, to the Eastern ports of the American Union. In selecting Puget Sound, his further contention is that he gets an easy route shorter by, from 1,200 to 1,300 miles than that via San Francisco and the Hawaiian Islands. On the round trip this means a week's saving in time for the average ocean freighter, and that week should make all the difference in the working cost. Figures are brought forward to demonstrate that already the Puget Sound and Willamette route has beaten San Francisco and San Diego as points of departure for the West-going export traffic of the Union. In fact the San Francisco route shows a decline compared with 1897, whereas there has been a steady expansion in the Puget Sound business since 1895, when it first assumed importance. In that year the total was \$11,730,000, and last year it was \$4,681,000. In 1897, on the other hand, \$4,028,000 was exported via San Francisco, and last year only \$3,058,000.

But Mr. Hill does not rest his great scheme for diverting traffic, not only from San Francisco but from the Suez Canal, upon the mere fact that he has a short sea route and big ships under his control. He is master of large railroad mileages, and, notwithstanding the terrible blow delivered to the Northern Securities Trust combination, is still able to enforce his will upon the Northern Pacific and Great Northern Railways, as well as others connecting therewith further eastward. The consequence of this power he has made a through \$3 per ton rate on steel rails, a train lot from Pittsburgh to Yokohama, and on flour from Minneapolis to Manila and Australia. How much this work out per mile we do not know, but railroad carriage alone within the country probably costs three times as much as this through rate from the interior of the American Union to Japan, the Philippines, or Australia. Mr. Hill in taking this step declares that he means to beat the Suez Canal, and perhaps our British Government will take note of the fact, especially as it parades its magnificent investment in the shares of that valuable waterway at the market price of the day as an asset in the national balance-sheet. As a consequence of Mr. Hill's dictatorial and monopolistic proceedings, we are told that a Minneapolis miller from loaded six trains with flour for Australia at this tempting rate of \$1 per ton for whole distance of land and ocean. A large business is likely to be organized in lumber, so as to clear the remainder of the American Continent as rapidly as possible of its invaluable forests, but we do not notice that anything particular is to be made of the return traffic, and unless Mr. Hill carries his world-conquering conception a little further, we do not quite see how the business is going to pay. Does he content himself with making a fresh route, via Puget Sound, between the Australian ports and Liverpool, London, or some port on the Atlantic, or between ports in Japan and China and the same destinations, so as to bring goods from those far off territories into the English and continental markets, where there is a bulky import business done, and will he conduct this at lower charge than is now involved in the Suez Canal route? It cannot be upon the domestic imports of the Union itself that he means to rely for return freights, and without return freights we fear even these monster ships will make but a poor exhibit in the way of net income. Perhaps Mr. Hill has not thought of this part of his subject, or has not yet had time to make up a schedule of charges. The experiment, however, is not without interest, and may have important bearings, not only upon the trade passing through the Suez Canal, but upon the position of European countries as a whole in relation to the trade of the Far East.—*China Gazette*.

KIDNEY POISONING.

Dr. Williams' Pink Pills get rid of Kidney Disease when it resists all other remedies. Most people have something wrong with the kidneys.

No Poison is so insidious or kills so many people as the Poisons our own Bodies make. Hardly one person in ten, for instance, is entirely free from Kidney Poisoning. WHAT THE KIDNEYS ARE FOR. The duty of our kidneys, a pair of small organs situated in the small of the back, is to cast out with the waste water of our food, certain impurities formed in the process of digestion. If these impurities remain in the blood they cause a dull greyiness of the skin, swollen and brown-lidded eyes, intense depression of spirits, great thirst, loss of appetite, an unnatural craving for spirits (which are very bad for Kidney Disease), and a peculiar odour in the breath. The kidneys themselves gra-

dually become diseased: we have gravel, and presently a dull pain in the back. By the time this has arrived probably nothing will cure the patient but Dr. Williams' Pink Pills for Pale People. It is no good tinkering with a disease like that: what is needed is a radical cure, not a mere attack on the symptoms. Mark this: if you neglect the early signs of Kidney Disease, the impurities in the blood will solidify in the kidneys, and, presently passing through the narrow tubes connected with them, will set up the indescribable agony called renal colic. There is no cure for this: it must be endured. It can be prevented: Dr. Williams' Pink Pills will prevent it, if taken at once when the first signs of Kidney Disorder (as above described) show themselves. Neglected, even the colic is not the worst: for when the colic is over, when the stone has made its way from the kidneys, it is still in the system, and can only be got rid of by being cut out or crushed—a terrible operation. Prevention is better than such a cure.

TO AVOID KIDNEY TROUBLES. Dr. Williams' Pink Pills do prevent Kidney disease, and they can cure it, even in an advanced stage. Those who want to avoid it should look out (especially in the morning) for the first faint sign of gravel (which is sandy), and begin to use Dr. Williams' Pink Pills for Pale People.

Mr. James Coffey, 4 Coull-terrace, Staple Hill-road, Bristol, England, cured himself of Kidney Disease in an advanced state. He said: "I had severe pain in the back I could not get proper rest, and I was broken down in heart and spirit. I had been suffering for some months before I learned it was Kidney Disease. Then I began to use Dr. Williams' Pink Pills. I was better by the time I had taken ten or a dozen pills, one after each meal. The pain soon left me, and I got well quicker than I expected, though I continued the pills as a tonic: they are strengthening pills, not purgative."

As well as Kidney Disease, they have cured Anemia, Consumption, Paralysis, Rheumatism, St. Vitus' Dance, and some almost universal ailments afflicting women. Dr. Williams' Pink Pills may be had of most European chemists and Drug Stores.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CEYLON," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW. Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 11th June, 1903. [4]

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM ANTWERP, LONDON AND STRAITS. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th instant will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 27th June, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th June 1903. [7012]

TOYO KISEN KAISHA. NOTICE.

CONSIGNEES OF CARGO per Steamship "NIPPON MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 31st instant will be subject to rent. All Claims must be sent in to me on or before the 23rd instant or they will not be recognized.

No Fire Insurance has been effected. E. W. TILDEN, Agent. Hongkong, 13th June, 1903. [1]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. "STEAMSHIP 'OLYMPIA' FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents. Hongkong, 13th June, 1903. [8743]

Intimations.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, the 18th instant, at 5.45 P.M.

FRANK W. WHITE, Hon. Secretary. Hongkong, 11th June, 1903. [6900]



GOVERNMENT NOTICE.

IT is hereby notified that the SALE of POSTAGE STAMPS at the STAMP OFFICE will be DISCONTINUED after the 30th instant. All such STAMPS for REVENUE purposes can be obtained at the GENERAL POST OFFICE. A. M. THOMSON, Collector of Stamp Revenue. Hongkong, 11th June, 1903. [6936]

THE ROBINSON PIANO Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER \$400
NEEDHAM 380
DORNER 375
ROINSCH 400
SCHIEDMEYER 250
BORD 280
RACHALS (SEMI-GRAND) 700
H. & MULLER 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [4156]

WHAT IS

Kabuta
1st June, 1903. [6500]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MAN GER, Hongkong Telegraph Co., Ltd. Hongkong, 14th January, 1903.

MIDZUSHIMA & CO., COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL, (FACING DUDDELL STREET).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.
BRANCH OFFICES: UCHI-HONMACHI, MOJI.
MINAMI-AIKAWA, OSAKA.
KAIGAN, WAKAMATSU.
AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address: "MIDZUSHIMA," Kobe, Moji, Osaka, Wakamatsu and Hongkong. Code used:—A. I. & A. B. C. 4th Ed.

IMPORTERS OF JAPANESE COALS. CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c. SOLE PROPRIETORS of Kumamoto and Tenou Coal Mines. SOLE AGENTS for Kawachiya, Komatsugaura, Tenou, Minamio, Ikejima and Kumagahata Collieries. K. UYEMURA, Manager. Hongkong, 3rd March, 1903. [2990]

RECOMMENDATION.

INTENDING Purchasers of CHINESE-MADE GOLD and SILVER WARES, IVORY and SANDALWOOD CARVINGS, and SILK EMBROIDERY must not omit an opportunity of visiting the Premises of the

WA HING LOONG STORE

At No. 55, Queen's Road Central.

HONGKONG, CHINA.

There you will find all sorts of articles tastefully made by the best Chinese workmen and sold at the lowest prices; gold wares guaranteed 18 carats, and silver wares 90 per cent. touch. One of their recent masterpieces of art is a silver tree with a flock of birds of different species on and in all conceivable perches. It is designed to be the miniature of a Chinese aviary. It is a work of art unsurpassed by any former make of its kind, and is exceedingly true to nature. It is indeed worth a visit.

Hongkong, 14th June, 1903. [699]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS,

SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, A.M. INST. C.E., Manager.

Hongkong, 2nd April, 1903. [29]

Insurances.

EQUITABLE LIFE
"Strongest of the Pacific"
An Equitable Life Policy entitles every holder to a share in the profits of the company, and a right to participate in the surplus. Write for particulars to F. KENNEDY, Manager, Hongkong.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 14th May, 1895. [35]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 16th June, at Noon.
T. Murai	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE, and YOKOHAMA.	TUESDAY, 16th June, at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, 17th June, at Noon.
W. Thompson	HAMA	FRIDAY, 19th June, at Daylight.
YAWATA MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at 4 P.M.
A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 25th June, at Noon.
SANUKI MARU		
W. Townsend		
KUMANO MARU		
E. W. Haswell		
KINSHU MARU		
P. L. Pyne		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE, FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO, PORTS OF BRAZIL AND RIVER PLATE.

TO-MORROW, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIE," Captain Guigues, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, VIA BOMBAY. This Steamer connects at COLOMBO with the a.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 26th June, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 15th June, 1903. [10040]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
<i>Olympia</i>	2,837	J. Truebridge	June 24
<i>Tramont</i>	9,606	T. W. Garlick	June 30
<i>Tacoma</i>	2,812	A. Dixon	July 6
<i>Victoria</i>	3,502	J. Pantou	Aug. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & Co., LIMITED, General Agents. Hongkong, 3rd June, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR.

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902. [1116d]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO & SAN FRANCISCO.

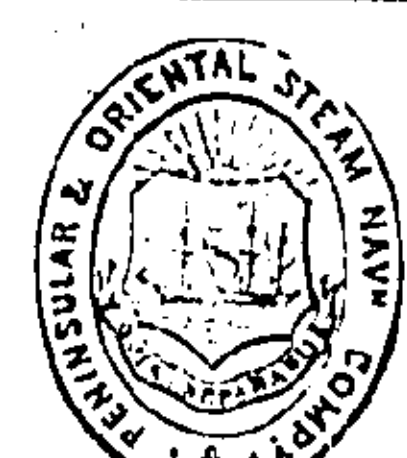
THE Steamship

"CLAVERING,"

Captain Barton, will be despatched for the above Ports on THURSDAY, the 18th instant, at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, and Floor.

J. S. VAN BUREN, Superintendent. Hongkong, 9th June, 1903. [4360]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRANTS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"

Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed by Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 6th June, 1903. [4]

To be Let.

TO LET.

A GODOWN, No. 1, MASONS LANE. Rent Moderate.

DAVID SASOON & Co., LTD. Hongkong, 11th June, 1903. [6910]

TO LET.

HOUSES IN LEIGHTON HILL ROAD.

FLATS IN MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.

GODOWNS at BOWKINGTON, Praya East, No. 2, RIFON TERRACE in Flats.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 6th June, 1903. [2090]

GODOWNS TO LET.

PRAVA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Van or Cais. Also Land for Coal Storage.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 30th March, 1903. [3970]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAVA EAST.

Apply to H. N. MODY, Victoria Buildings. Hongkong, 2nd February, 1903. [1328d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1010d]

Intimations.



WATSON'S
HOUSEHOLD REMEDIES
FOR THE SUMMER.

PRICKLY HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

RINGWORM REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 254.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 3th July, 1902. [728d]

**CARMICHAEL AND
CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.

TELEPHONE, 232.
Hongkong, 20th March, 1903. [1355c]

**THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.**

NOTICE for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee Hoeg Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MSS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
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The daily issue is delivered free when the address is
accessible to messenger. On delivery by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

DEATH.

At Ichang, on the 4th June, THOMAS CHARLES BURCHETT, I. M. Customs, aged 38.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 15, 1903

FRANCE AND YUNNAN.

In October last we published a letter from our correspondent in Tonking which reviewed the policy of M. Doumer, the former Governor-General of that Colony, during his period of office. The article in question made particular mention of the attempt fostered by him, during the Boxer troubles in 1900, to create an incident in Yunnan which would have served as a pretext for active intervention in that Chinese province.

Thanks to the straightforward policy of M. Delcassé, France's able Minister for Foreign Affairs, and to the judicious manner in which his instructions were followed by M. François, the Consul at Yunnan-Sen, no incident was forthcoming, and the troops, mobilized at Laokay, eventually returned to their respective garrisons, and M. Doumer's dream of conquest proved an empty one. It now seems that this last mentioned politician, now a deputy of the French Chamber, is still fanatically resentful of the explosion of his projects. In a recent issue of our well informed contemporary, the *Courrier d'Indochine*, is an article, which states that this former Governor, through the medium of some of the Parisian journals, is attacking the personality of the French Consul at Yunnan-Sen. Our *corrière* gives an extract from one of these, which runs as follows:—

"If at this epoch, (during the troubles of 1900), M. François had requested the Governor-General to send him a company of infantry, he would have obtained it without the least difficulty." The significance of this reproach is too apparent to need comment. Had a company of French troops been marched into Yunnan at this time, the population, already excited, but overawed and contained, thanks to the firm attitude of the Chinese officials, would have risen like one man, attacked the detachment and probably massacred every European in the province. Reinforcements, which were ready, would have been hurried over the frontier, and Mentze and the capital have been garrisoned by French troops. The annexation of the region would eventually have followed and M. Doumer, his ambition satisfied, would have descended to posterity with the reputation of a frock-coated conqueror.

With the political quarrel which has arisen from this incident we have nothing to do, but there can be no doubt that our sympathies are with M. François, who by the tactful and courageous attitude he maintained avoided a prolonged period of bloodshed and anarchy, which would have ruined the commercial prospects of the province for a long time to come. However, it will be a source of gratification to us all to note, now that our relations with the French Republic have assumed such a favourable aspect, thanks to the personality and efforts of our King and Emperor, that, at a time when less scrupulous nations were intent on the acquisition of territory or individual advantages in China, France, true to her declaration of maintaining the integrity of the Celestial Empire, refused to countenance any attempt to create difficulties which would have served as an excuse for her invasion of that country and the annexation by her of part or the whole of one of its provinces.

Our commercial interest in Yunnan are of no mean importance. The majority of the foreign products imported into that region, via the West River route or in transit through Tonking, are of British origin. Our merchants in particular and the public in general can be grateful to M. Delcassé for the unwavering honour and steadfast purpose with which he maintained the policy of his government. The knowledge of this incident should prove another conducive reason towards the cordiality of our relations with our French neighbours in the East.

LOCAL AND GENERAL.

THE N. Y. K. is preparing to open a branch office at Dalny.
Now look out for LeMunyon's new store. It is a beauty.—*Adv.*
LORD Onslow (Under-Secretary for the Colonies) has succeeded the late Mr. R. W. Hambury as President of the Board of Agriculture.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Adv.*

UNDER the new Licensing Act, the magistrates have refused the renewal of licenses in 639 cases during the last two months in England and Wales.

TOD Sloan, the American jockey, has been warned off all French racetracks for abetting in reprehensible conduct in connection with the French Oaks.

LORD Davey's bill for the suppression of street betting, based upon the report of the Royal Commission, has been rejected in the House of Lords by 48 votes to 39.

By means of the railway service between Nimbhinh and Hanoi, communication with that place and with Haiphong is restored, but there necessarily is still some delay to telegrams.

THE coroner's inquiry into the death of Miss Camille Holland in connection with the "Moan Far a Mystery" has ended in the jury returning a verdict of "Wilful murder" against Samuel Herbert Douglas.

CAPTAIN P. T. Helms has taken command of the E. and A. Company's steamer *Empire*, and Captain W. G. McArthur has joined the *Australian*. The change was made when the two steamers met at Manila.

THREE Germans charged with the murder of the captain, officers, and several seamen of the British sailing vessel *Veronica* on the high seas, have been sentenced to death.

THE British and American delegates to the forthcoming International Telegraph Conference have been instructed to oppose the compulsory adoption of a new cable code.

THE amphitheatre collapsed during the progress of a bullfight at Algeciras (Spain). The bulls gored some of the spectators, causing a panic, as a result of which 12 persons were killed and 50 others injured.

Don't forget the chits for they will not go LeMunyon.—*Adv.*

It transpires that the military authorities at Capetown sold the fever-infected blankets which recently spread disease through a reformatory ship on the Thames, at 2d each. About 20,000 were retained in South Africa and 180,000 shipped to England.

If the Chinese Government desires to save the people of Kwangsi from being starved to death, it should lose no time in employing overwhelming forces to bring the insurrection to an end so that the farming classes may once more cultivate their fields. So says the *Shen Pao*.

REPLYING in the House of Commons to Lord Crew's comments on the unrestricted admission of 11 Russian warships to Colombo recently, Lord Selborne, First Lord of the Admiralty, deprecated the predictions of the papers in the case, but promised to bring the matter before the Committee of National Defence.

THE report of the Mercantile Marine Committee upon the employment of foreign seamen in British vessels has been issued. The Committee holds that the objections against the employment of foreign seamen does not apply to Lascars and other Asiatics who are British subjects, and who are especially useful as firemen in hot climates, and competent to act as stokers on men-of-war.

H.M.S. *Rinaldo* arrived from Behning Sea yesterday morning. The collier *Mercedes* with a cargo of coal for ships up North is due to arrive at Weihaiwei on Thursday. The collier *Edmore* will not sail for Hongkong, as terms have not been accepted. The colliers *Jessie* and *Poorie* are due to arrive here on 9th, and 23rd proximo respectively, with cargoes of coal (5,000 tons each) for the Admiralty.

THE evidence at the inquest concerning the suicide of Arthur Shrewsbury, the well-known cricketer, shows that his betrothed heard the first shot, and asked: "What are you doing?" Shrewsbury replied "Nothing," and immediately fired the second shot. The lady in question stated that Shrewsbury told her recently that he would be in the churchyard in a few days. A verdict of temporary insanity was returned.

THE three natives charged at Shanghai with gouging out the eyes of a native, and one with firing a revolver at Sergeant Detective McDowell, have been tried. One was sentenced to receive 50 blows and five years' imprisonment, the second will be given 600 blows and ten years' imprisonment, while the third, the one who fired the revolver, was sentenced to imprisonment for life, and to receive 500 blows a month for six months, or a total of 3,000 blows within six months.

THE Swatow correspondent of the *N. C. D. News* says:—We have had another spell of senseless competition, this time between two Chinese companies. They are competing for the coal traffic to Singapore, and seem to think that it is a matter of all or none. The consequence is that native passengers to the Straits are being carried from Amoy to Peipang for \$1 a head, while freights are down to one quarter the usual rates. However, the supply of emigrants is sufficient for all purposes as there is a rumour that in a short time the Straits Settlements authorities will forbid the entrance of coolies.

Four floors freshly painted and lined and in first class condition to rent. Inquire at P. O. Box 368, New Store, 31, Des Voeux Road. P. O. Box 368.—*Adv.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Adv.*

In the matter of the collision between the British steamer *Hikang* and the *Yebisu Maru* in the Inland Sea in March last, the Osaka Marine Court of inquiry found the Japanese captain in fault and suspended his certificate for a month.

THE Portuguese Government, desirous of strengthening its influence in the Orient, has decided to create consulates in China and Japan, and Senhor Castello Branco has been appointed as the Ambassador to Peking. British policy will be supported.

A BERLIN wire of 8th inst. says, there is no reason for anxiety over the Washington report regarding the American squadron being concentrated in the North-China waters. There is certainly no discord between the United States and Russia, neither is there reason for supposing that the new complications with regard to China are expected in Washington.

THE P. and O. Company have made an important alteration in the dock headquarters of their chief steamers. Commencing with the steamer *China*, due to arrive in London on May 31, the company's mail steamers to and from Bombay, China, and Australia are to make their headquarters at the Tilbury Dock, and the embarking and landing of passengers and the loading and discharging of cargo will take place the rest of the day at the Royal Albert Dock, as hitherto. The intermediate steamers to and from Calcutta and China will continue to be berthed at the Royal Albert Dock.

WRITING to the *N. C. D. News* their Foochow correspondent reports:—A number of deaths from the bubonic plague have already been reported from the Fuhshing and Hinghua region, between here and Amoy, and it is feared that in this respect the present year may be worse than the last. Owing to their greater cleanliness and their willingness to utilise improved methods, the native Christians have as a class, learned to cope more successfully with the fell destroyer than is the case with the dark-skinned "superstitious" masses. Hence the mortality among the Christians has doubtless been much less proportionately than among the heathen.

INDIAN newspapers of a recent date state it is not at present known in India how long General Creagh is to be detained in command of the China Field Force; but as the arrangements are now under the direct control of the home authorities the presumption is that the detention of a general officer of the Indian establishment in Northern China is only a very temporary measure. Meanwhile General Reid will continue to officiate in the Mhow command, to which General Creagh was lately appointed. Orders are about to be issued laying down that no officer is to proceed on colonial service with native troops from India unless he has qualified in the language.

ONE of the sights of Hongkong and Shanghai—at least to him who looks at more than the mere exterior of things—is the Indian constabulary, says a Japan contemporary. Tall—most of them being full six feet high—stoutly, fiercely bearded, expert in the use of arms, able to read and write, and intensely loyal to the British *raj*, these men, generally Sikhs, have all been in the regular army, while the majority have served as non-commissioned officers. These Sikhs are, to all intents and purposes, gendarmes; for they are different, for example in Hongkong, from the local Chinese police, as are the *kempis* of Japan from the ordinary *jumans*. And indeed in almost every British colony or possession that is not wholly inhabited by Europeans, we find the same high-class constabulary, all based on lines precisely similar to the organisation of the gendarmes in Japan.

WRITING in a home paper the financial editor says:—The silver market is not likely to be pleased with the announcement that the Commission appointed by the Colonial Office to consider the question of the establishment of a gold standard in the Straits Settlements and the Federated Malay States has reported favourably. Silver is not likely at any future time to return to favour and to recover to the prices of some years ago; for the production goes on increasing year by year, and every penny added to the quotation stimulates mining activity, while the industrial consumption does not grow at any very rapid rate. Anyway the currency demand is the mainstay of the metal, and nation after nation is abandoning it or endeavouring, like Mexico and China, to find a sort of compromise whereby the price may be kept at a fair thing by international agreement—which is bi-metalism under another name, and to our mind quite unworkable. But the best hope for silver rests upon some such agreement.

THE CHINA STATION.

NEW CRUISER DIVISION.
The Central News understands that it has been decided to form a new cruiser division for the China Station, of which H.M.S. *Leviathan* will probably be the flagship. The *Leviathan* has been ordered to be commissioned at Portsmouth to-morrow for the China Station. The *Leviathan* is to relieve the *Argonaut*, cruiser, Captain C. H. Cherry. She is a new first-class armed cruiser of 14,100 tons displacement, and carries with 11,000 tons displacement of the *Argonaut*, so that she is an accession of strength to the China Squadron. Her complement will be 365 officers and men.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

EMPLOYERS AND SERVANTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
DEAR SIR,—Your leading article of the 13th inst. was on a subject of paramount importance to the whole commercial population of the Colony. It is absolutely necessary that we should have an authoritative reading of the application of sections 7 and 23 of the Ordinance, as not having had a definite interpretation laid down in the recent case of Powell v. Ng Kai we are now in the position of the man in the song "E dunno where 'e are." I certainly do not agree with your opinion expressed in the article in question that the recent case was one which a magistrate could not take cognizance of on the grounds that section 7, prescribing the manner in which a contract shall be executed, had not been complied with. On your contention all existing contracts made previous to the Ordinance are null and void. Why so? Section 7 provides for the execution of future contracts under the Ordinance and section 23 brings up old contracts into line with the new ones so far as benefits to both parties are concerned but not as to execution. Section 23 clearly allows for previous execution of contracts. "Every contract of service though in force at the coming into operation of this Ordinance (and therefore previously executed) shall come under the provisions, but palpably not under a provision relating to the execution of contracts under section 7. Looking at the matter from the deductive point of view, surely if your contention were true allowance would have been made in Section 7 not only for the execution of new contracts but for the re-execution of contracts rendered null and void thereby.

"Contract of service" seems clearly shown in this case, the defendant personally contracting to make certain garments at a certain monthly wage for a certain period of time. Section 2 includes "hand craftsman" and "labourer" as servants within the meaning of the Ordinance, and as defendant contracts as a tailor it appears to be merely a question of the quantity of skill required in his particular work, as to whether he comes under the first heading or the second; but under one of them he surely must come and to hold that as tailors are a fairly numerous class and are not specially designated and therefore were not intended to come within the meaning of the Ordinance is surely straining the point. It behoves the commercial community to look into the questions raised in the present case as these recent events incline to show us that we are being led into a confusion worse confounded, a result certainly not to be desired having regard to the difficulties that existed between employer and employee in this Colony before this Ordinance became law.—Yours, etc.,

NUNQUAM.

Hongkong, 15th June, 1903.
[The determination, in a summary manner, of any case under the Employers and Servants Ordinance is vested in the police magistrate by section 12 of the Ordinance, and the decision in the case referred to by "Nunquam" must be accepted until a different construction is given of the law on which it was decided. We adhere to our view that, by the strict wording of section 23 a compliance with the formalities required under section 7 for the execution of agreements must be observed in the case of contracts existing before the coming into force of the Ordinance. The former section reads as follows:—"Every contract of service though in force at the coming into operation of this Ordinance shall nevertheless be subject to the provisions thereof; and the parties thereto shall be entitled to the benefit of such provisions." While it is quite true that the benefits of the Ordinance shall be extended to the parties to an agreement the observance of its provisions have nevertheless to be complied with in order, in our opinion, to make the agreement effective. One of these provisions, an essential one, is, of course, section 7. We hold that the provisions apply not in part only, but in full. Hence the requirements of section 7 cannot be set aside where relief under ordinance is sought to be obtained as in the case of *Powell v. Ng Kai*. Our correspondent's interpretation of the term "contract of service" coincides with our own.—ED. H. C. T.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

DEAR SIR,—In your leading article of 13th inst. dealing with the case of Messrs. Wm. Powell, Ltd. against a Chinese tailor, permit me to point out that the opinion you hold regarding the non-compliance with the provisions of Ordinance 45 by the plaintiffs on the fact that the agreement was not signed before a magistrate after December 17th is unquestionably wrong. Take it from a common sense point of view.—According to your argument all agreements made prior to December 17th unless signed by a magistrate are now null and void no matter how many years they may have been valid. Now is it reasonable to suppose that every employer of labour is going before a magistrate with a string of employees in his wake to go into a matter of agreement with each in turn and can one think for one moment that the servants on long period contracts are going to again sign on the same terms knowing that the agreement is not worth the paper on which it is written? I think not, at any rate there must be a large percentage of employees on agreement only too ready to break them at the slightest opportunity. Referring to the finding of his Worship, as reported in Friday's issue, one cannot help thinking that the case was dealt with in an extraordinary manner inasmuch as a small point of law should entirely overrule and throw out of the case the many and serious offences as laid down in the summons. His Worship ruled that the defendant did not come under the Ordinance as he was not a servant in the meaning of the Act. Now what is a tailor? (1) He works with his hands as a skilled labourer. (2) He is a servant in manufacture (of garments) therefore he is either a handicraftsman or a labourer, both of which are clearly put down in section 2 (servant) in the Ordinance. It is a pity that these cases are not settled on the evidence alone and not by spinning at a knot and swallowing a camel; as under these conditions our servants will become more unruly and ourselves more despairing of getting satisfaction.—I am, Yours etc.,

SPECTEMUR AGENDO.

Hongkong, 15th June, 1903.
[The first of the contentions raised by "Spectemur Agendo" is disposed of in the note appended to the foregoing letters. We did not state that agreements have to be signed "by" a Magistrate to make them binding; but that under the Ordinance they must be executed in duplicate in the presence of "that official." Had a more careful examination of the text of the law been made no such error would have been committed as is shown in the statement that to "no matter how many years they may have been valid." A limitation clause is explicitly inserted in the ordinance, and it will be found embodied in section 8. Regarding the more comprehensive construction of the term "servant" it just bears out our own interpretation of the word as defined by law.—ED. H. C. T.]

VOLUNTEERS AT CHURCH.

PRESENTATION OF WAR MEDAL.

There was a surprisingly miserable muster of members of the Volunteer Artillery at Church Parade yesterday morning, when the Honorary Colonel, H.E. Sir H. A. Blake, G.C.M.G., pinned the South Africa war medal, with the "Wittenbergen" and "C. P. Colony" clasp, on the tunic of an over-Sergeant Hawkes, late 1st South Stafford Regiment. In doing so H.E. referred to the good record of the "Staffords," and observed that now Army-Sergeant Hawkes had joined the Hongkong Volunteers it would doubtless be interesting to him to know that that corps was amongst the first to volunteer for service in South Africa. The offer was not accepted, but the fact of its having been made showed that the Hongkong Volunteer Corps was ready then, as now, to take its place in the field for the honour and glory of the Empire.

The parade, which was under the command of Major Chapman, was then dismissed by the hand of the Sherwood Foresters playing the opening bars of the National Anthem.

VICEROY OF TWO KWANG.

ARRIVES IN HONGKONG.

Early yesterday morning the firing of salutes at the entrance to the harbour announced the arrival of the Chinese cruiser *Hui Tien* from Shanghai, with H.E. Tsen Chun-huen, the Viceroy designate of the Two Kwang provinces, also H.E. accompanied by members of his family and secretarial staff, and the cruiser also brought 100 troops from Hankow for service in Kwangsi. Shortly after eight o'clock the salute was returned by the *Tamara* and the Russian battleship *Pobeda*, and, at one o'clock in the afternoon, the further firing of heavy guns greeted His Excellency as he landed from a launch at Blake Pier, where he was received by Sir John Keane, Private Secretary to H.E. the Governor, and escorted to Government House. A guard of honour, composed of a detachment of the 33rd Burma Light Infantry was drawn up by the Pier, and H.E. accompanied by his staff, proceeded to Government House and lunched with Sir Henry Blake. The visit concluded about four o'clock and H.E. proceeded aboard the cruiser, and shortly after five o'clock left for Canton.

THE PLAGUE.

During the forty-eight hours ended at noon to-day 14 further cases of bubonic plague, making, according to the official return, 184 since January 1st, were reported. Of these one Indian and eleven Chinese cases were fatal. Two Chinese cases are reported from the *Rose de Mary*, while in eight cases bodies were dumped.

The weekly return to hand shows that during the seven days ended at noon on Saturday there were 120 cases with 78 deaths. Twelve were European, six Indian, three Japanese and 99 Chinese cases. Since January 1st 25 Europeans have been attacked, in four cases with fatal results. During the past week one European died from cholera.

Commencing this afternoon at half past five o'clock and for the next two evenings prayers will be offered at the Roman Catholic Cathedral, Glebe, in supplication for the abatement of the present epidemic. The Right Rev. Bishop Piazzoli will conduct the service each evening, and we are requested to state that all Catholics in the Colony are invited to attend the service.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Suining*) to-morrow.
Canadian (*Empress of India*) to-morrow.
English (*Ballaarat*) 18th inst.
American (*Siberia*) 20th inst.
Australian (*Taiyang*) 22nd inst.
German (*Roon*) 24th inst.
German (*Hamburg*) 24th inst.
American (*Coptic*) 1st prox.
Canadian (*Tartar*) 1st prox.

The N. Y. S. Co.'s s.s. *Ticonderoga* arrived at Yokohama on 13th inst.
The P. & O. S. N. Co.'s s.s. *Patna* left Singapore for this port on 13th inst. at 11 a.m.
The B. S. S. Co.'s s.s. *Shawmut* arrived from Yokohama for Victoria, B.C., on 14th inst. at 12th in.

The Imperial German Mail s.s. *Roon* left Kobe via Nagasaki, Shanghai and Foochow 14th inst. and may be expected here on 24th inst.
The P. & O. S. N. Co.'s s.s. *Albatross* left Singapore for this port on 13th inst. at 5 p.m., with the outward English Mail, and is due here on 18th inst. at about noon.
The Imperial German Mail s.s. *Hamburg* carrying the German mails with dates from Berlin of the 26th ult., left Colombo on Sunday, 22nd inst., and may be expected here on 24th inst.

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TELEGRAMS.

(Route's.)

SERVIA.

LONDON, 12th June. The Army has proclaimed the pretender Peter Karageorgievitch, King of Servia; the pretender is at present at Geneva and professes astonishment at the events in Belgrade. An official statement from Belgrade states that besides the King and Queen, two of the Queen's brothers, the Premier, the Minister for War and four officers were assassinated and the Minister for the Interior and a General severely wounded. The National Convention called for the 15th inst. will elect a King, and the election will be subject to the recognition of Russia and Austria. The British press is horrified and exhorts the Powers not to recognize a successor who is not able to prove his innocence of complicity.

LATER.

The late King Alexander and Queen Draga were unceremoniously buried at night in the Obrenovitch family vault. The Powers have evidently resolved to acquiesce in the situation especially in view of the attitude of the Serbians, who loudly abuse the late regime, especially execrating Queen Draga.

The Finance Bill.

June 13th.

The Finance Bill has passed the Second Reading without a division.

The King's Visit to Ireland.

The King's visit to Ireland will include three or four days in the West in order to see as much as possible of the conditions of life there.

(N. C. Daily News.)

Railway Extension From Peking.

Peking, 9th June.

The Chinese who recently secured the right to construct a railway between Changchikou (Kalgan) and Peking have decided to commence the work, and they are now endeavoring to get the necessary capital subscribed.

The Tour of the Russian War Minister.

General Kuropatkin left Vladivostok for Japan on Monday.

The Opening of Manchuria.

Tokio, 9th June.

There are evidences of the growth of public opinion in Japan in favour of opening Moukden and Tatung, a proposal which was originally included at Shanghai in the negotiations for the revised commercial treaty.

LATER.

The Russian Minister, Mr. Lessar, called on Prince Ching at his private residence yesterday, and formally opened negotiation on the Manchurian question.

Prince Ching has denied himself to all the other Ministers during his sick leave, but Mr. Pui-otloff of the Russo-Chinese Bank was allowed to have several interviews with him and secretly negotiated with him prior to returning to Russia.

Baron Kodama to Visit England.

Tokio, 10th June.

Lieut. General Baron Kodama, Governor-General of Formosa, is to visit England shortly, going thence to the Transvaal to inspect the working of the British colonial system.

Weakness of John Farleycorn in Japan.

10th June.

Owing to the inclemency of the season, the barley crop this year in Japan is worse than it has been for ten years back, being eighteen per cent. below the average.

Mr. Chamberlain on the Horns of a Dilemma.

LONDON, 10th June.

The Daily News, Daily Chronicle, and Daily Mail consider the situation impossible. Mr. Chamberlain is confronted with the alternative of submission to the majority of the Cabinet, or resignation. In either case the Government cannot last.

Accident to a British Cruiser at Gibraltar.

LOND. N. 10th June.

There has been a boiler accident on the cruiser *Good Hope* at Gibraltar. An engineer and six men were severely injured.

LATER.

Three of the men injured in the accident on H.M.S. *Good Hope* have since died.

NEW VESSEL FOR CHINA SERVICE.

Recently the new steamer *Unda*, built by Messrs. J. Priestman and Co., Sunderland, proceeded to sea on her official trial trip. The vessel has been built to the order of Messrs. Reed, McNair and Co., of Glasgow, to trade on the China coast and is of the following dimensions:—Length, 255 feet; beam, 35 feet; depth moulded, 21 feet 6 inches. She will take the highest class in Lloyd's Registry and Norwegian Veritas. The engines and boilers have been fitted by the North-Eastern Marine Engineering Company, Sunderland, the cylinders being 30 and 49 inches diameter, with a 33 inch stroke. The trial was a complete success, a speed of about 10½ knots being attained in a rough sea.

THE L. C. S. M. CO.'S "TUNG SHING."

The trial trip of the Indo-China Steam Navigation Company's new steamer *Tung Shing* passed off recently in a very successful manner. The steamer, which has been built and engineered by Messrs. Wigham Richardson

ASK for ASAHI JAPANESE BEER—G. Girault.

and Co. (Limited), at their Negunge Works, Newcastle-on-Tyne, is 275 feet in length by 40 feet beam, and is fitted with accommodation for a limited number of European and Chinese passengers. The engines are of the triple-expansion type, and on the trial trip they worked to the satisfaction of all concerned.

THE STRAITS CURRENCY.

The statement made by Mr. William Adamson, C.M.G., the chairman of the Straits Association and the delegate nominated by the Association as its representative on the Straits Currency Commission, places us in possession of all the essential facts of the report of that Commission. Mr. Adamson confirmed what was already briefly known on this side, with amplifications on some of the points. The knowledge we now have confirms the opinion we gave in our last issue that the report has the very considerable recommendation of being extremely simple. Perhaps in a sense it is not final, but the ultimate end to be achieved is fairly of value, and this is at least in sight.

The report, however, purposely leaves the question of ratio to be fixed later. Not having a coin of its own which in the hands of a strong government can be made, within the limits of ordinary business reservations, an effective and stable rate a new one is essential to the scheme. This is the end that it is desired to achieve. We should imagine that when the ratio comes to be fixed which point is left to the Government of the Straits Settlements to settle, that a nominal 25. rate would probably be found the best to adopt. Leaving out the fractions, this would coincide with the Japanese yen, with the new Philippine peso, and with the gold standard adopted by Siam. There is, the more, much to be said in favour of such a figure. It will be gathered that the new scheme does not necessitate the establishment of a Customs House in the colony, which would have been a fatal objection to it in free trade ports. The new dollar will come in automatically and, presumably, will remain there, as in a short time it will be more valuable in the colony and Federated Malay States than it is outside those regions. During its introduction the Government currency notes should assist to tide over any scarcity or stringency. We shall have the report and evidence published very shortly—possibly within a week—and doubtless the decision of the Singapore Government will be made known about the same time. Mr. Secretary Chamberlain has given authority to the Governor to act on the report, and as time will have been allowed for its consideration there would seem no reason for delay. Judging by the apparent sense of the meeting there were no objections to the proposals. It will be noted that the scheme adopted by the Commission is in many respects similar to that recommended by Mr. Joseph Heim some years ago, and bears likewise a strong resemblance to what Mr. Robert Craig proposed. The actual proposals as recorded in the report are, we believe, due to Sir David Barbour, the Chairman of the Commission. The Committee certainly possessed a great advantage in having for its chairman a man of Sir David Barbour's large experience and ability in currency questions. It only remains to hope that in the preparation of the des for the new coin a somewhat more artistic design will be chosen than what we can only say, disgraced the British dollar.—L. C. Express.

OUR MAILS FROM HOME.

QUESTION OF ACCELERATION.

In the House of Commons on 11th ult., Mr. Austen Chamberlain stated that notice had been given to terminate the existing contract with the Peninsular and Oriental Company for the conveyance of mails to India, China, and Australia, and he added that the authorities were quite agreed that it might be possible to obtain a better service at a lower price. The chief if not the only point at issue is the question of speed, which it may be at once admitted falls below modern ideals. Mr. Caldwell, M.P., stated the usual P. and O. rate was 12½ miles, or knots, per hour. Apparently this is about the average. Prindisi to Port Said, a distance of 900 miles, takes three days; to Aden, 2,325 miles, eight days; to Bombay, 4,000 miles, thirteen days; to Shanghai, 8,840, thirty-one days; to Sydney, 9,974, thirty-four days. These times, including stoppages, work out at practically 300 miles per day; but it has of course to be remembered that delays in the Suez Canal, and stoppages at Port Said, Aden, Colombo, Penang, Hongkong, and Singapore, considerably reduce, and to an extent difficult to calculate, the actual rate of steaming. The difficulty of coaling has also to be taken into account in long voyages in Eastern waters, as compared, for example, with Transatlantic liners, in which no delays for coaling occur. At the present time the P. and O. hold the record over their competitors in the East, the Messageries Maritimes and the North German Lloyd. All allowances made, however, commercial opinion is unanimous that when the next agreement is made a faster service must be insisted upon.

The present contract expires on Jan. 31, 1905. In Government accounts the mail subsidy to P. and O. is given at £13,000 in the company's report, however, the net amount, after certain deductions, figures at £32,143 19s 2d. As the paid-up capital of the company is £2,300,000, the subsidy is equivalent to over 10 per cent. on this amount, after payment of 33 per cent. on the Debenture stock. Sir Spencer Walpole, late Secretary to the General Post Office, giving evidence before the Select Committee on Steamship Subsidies, stated that "This amount was the lowest sum at which they were able to get the work done by British ships," and that the total was a reduction of £20,000 on the previous contract. As a matter of fact, the Postmaster-General in inviting tenders does

not make the British flag a condition, though of course the disposition exists, if possible, to return the service in national hands, especially as one object of the subsidies is to secure for auxiliary steamships in war time.

It was reported by the Committee that the subsidy to the P. and O. was by far the largest paid by the United Kingdom. The £330,000 covers a weekly mail to India and a fortnightly service to China and to Australia. The Orient Line, for a fortnightly mail to Australia, receive £85,000. For the South African weekly service to the Cape the Union Castle Company obtain £135,000, and for a fortnightly mail to the West Indies the Royal Mail get £80,000. The latter amount, by the way, is less than one-third what the company were getting in 1850. A highly important factor to which the Postmaster-General referred on the 11th May is the competition of the Trans-Siberian Railway. His Majesty's Government have been in negotiation with the authorities of that line, but, as Mr. Austen Chamberlain stated, they had not been able to come to any agreement—which being translated means that the Russian authorities are asking far too much. For Northern China, Peking, Japan, and no doubt Shanghai, this route will save from five to ten days. The computed time from London to Vladivostok is twenty days.

It may be assumed that the P. and O. will be prepared to meet our businesslike Postmaster-General in a businesslike spirit. The following inference from their latest report seems to foreshadow as much: "It is doubly fortunate that circumstances should render this addition to the sinking fund (reaching the considerable sum of £600,000) practicable at the moment when the company's mail services are about to come under review, and when, therefore, prudent considerations are of the utmost importance, in view of the outlay which will probably be necessary at no distant date in connection with future operations."

P. & O. LINER ON FIRE.

The P. and O. liner *Formosa*, which arrived in London from China on May 11 and was berthed alongside No. 3 warehouse, Royal Albert Dock, took fire about 11 o'clock at night. The outbreak occurred in No. 7 hold, which was loaded with coconuts oil. The flames quickly attained a firm hold, and necessitated the services of even floats and an equal number of steamers. Telegraphing next morning the Press Association correspondent said: "Early this morning further assistance had to be requisitioned to subdue the outbreak. A large number of steamers and floats were engaged in the work, but it was not until nearly six o'clock that the flames were extinguished. The flames then started to pump the water out of the steamer, and when this is accomplished the extent of the damage will be ascertained. 'He hold in which the outbreak occurred was only a small one, and beyond the damage to the cargo no harm, the company states, was done."

Another account says: "The fire has principally affected the copra and coconut oil on board, but some water damage was also done, and this will be treated as 'general average' and spread over the vessel and her freight. The P. and O. Company has a floating fire policy (effected with marine underwriters) for £1,300,000 on the fleet, covering fire risks going from Gravesend to London, in and out. Under this policy the *Formosa*, which is 4,045 tons, is valued at £144,500, or about £60,000, and underwriters will be liable for the fire damage to the hull. A later message says that the damage is less serious than was feared. The fire and water damage has been confined to one small hold, in which was coconut oil and fibre. The hull is stated to have sustained no damage."

COMMERCIAL.

JELEBU MINING CO.

At the 27th ordinary general meeting of shareholders in the Jelebu Mining and Trading Co., Ltd., held at the office of Messrs. Syme and Co., the general agents, on the 6th inst., the report and accounts as submitted were passed nem. con. Mr. Nathan, the retiring director, and Messrs. Gunn and Co., the retiring auditors, were re-elected and this practically concluded the business of the meeting.

RAUBS.

The following is taken from the report of the general manager for last month:—New Main Shaft.—The results of prospecting work in and from the east adit as described in the pre and some previous reports, give every indication that in this eastern half of Komau Hill, we have a lode formation quite as important as that on the western side, which has hitherto been the mainstay of our operations. This more easterly lode, which will in future be called No. 2, to avoid confusion with another lode on the estate which has for years been known as the Eastern Lode, is so distant from our existing Main Shaft that it cannot conveniently be worked from it. Moreover with the Western Tunnel now being in operation, and the decline of Bukit Hiam, we shall soon have to rely on Komau Shaft alone to give us our entire supply of milling, while it has also to provide the necessary accommodation for all development work and for pumping. We could not afford to be thus restricted, even if the present shaft were much more capacious and reliable than it is. For these two excellent reasons, therefore, the sinking of a new main shaft does not admit of delay. This shaft is designed to have four compartments, two being the main hauling ways, one for pumps and ladders, and one for sinking only, this last being served by an independent hoist. The all-over dimensions will be 18 ft. by 5 ft. inside timbers, and it will be capable of going to any desired depth, and of supplying rock head of

stamps if required. An order has already been given for cutting such special-dimension timber as is needed. The main hoisting engine, the sinking engine, the pumps, and the blast for the fan which will probably be necessary for ventilating in depth, and for the smithy at the shaft head, will all be designed for electric motive power. For hauling all machinery, plant, timber and supplies up to site, a short branch tramline will all be laid from in front of the fitting shop, and the hauling will be done by one of our small electric motors with the help of friction gear. Already electric light is furnished to the air shaft (see below). While the new machinery for deeper work is being made, we shall still use the small boiler, steam winch and headgear from Bukit Nibong, which will suffice for limited depth. Meantime, as a preliminary, we are sinking an Air Shaft for the East Adit, which, by means of a small crosscut, will connect the new shaft and the east adit, at a depth of 84 ft. Some 71 ft. of this sinking has been already done. When the level of the adit is reached, the air shaft, which measures only about 6 ft. by 3 ft., will be stripped down, and the dirt will be trucked out through the adit with great economy. This very useful work will be going on while the first headgear and hoisting plant are being got ready.

HEMP, SUGAR, RICE.

In their circular, dated Manila, 30th ult., Messrs. Warner, Barnes & Co., Ltd., state:—Hemp: Although locally there has been more activity during the past fortnight—transactions have not been large, both U. K. & U. S. markets are very quiet, and sterling values are more or less unchanged. It is probable that the week ending to-morrow may show very heavy receipts as several arrivals calculated for next week are likely to turn up to-morrow. The state of paralysis still exists in Albany, and arrivals from there are still trifling. We quote fair current to-day @ \$70.50 picul buyers, equal @ Exchange 1/8 11/16 to 1/33 5/6 per ton f. o. b.

Sugar: Manila.—Nominal, nothing offering. Taal: No crop.

Hilo: Market has been dull during the past fortnight—the only transactions reported being the sales of 1,000 tons No. 3 at \$4.56 and 1,000 tons at \$4.60, 1,800 tons of usual assorted have been on offer at \$4.87 without finding buyers. We believe if \$4.34 were offered it would lead to business. This we call to-day's quotation which equals at exchange 1/8 1/2 7/8 6 per ton f. o. b.

Rice: Several cargoes have arrived during the interval, as there is practically no province the demand to supply, prices are much easier, and Saigon being offered at \$6.50 per picul f. o. b., this, however, is under the parity of Saigon prices which are still fairly steady.

FREIGHT, COAL, AND KEROSENE.

Messrs. Wheelock & Co. report, under date 11th inst.:—

Our Homeward Freight market has been slightly more active during the past fortnight as the first of the new season's teas have come down, and we hope to see a still further improvement as soon as the local tea market has got into full swing. In anticipation of a rise the rate has gone up to 3½/- per ton on tea to New York via Suez, whilst general cargo remains steady at 2½/- per ton. It is worthy of note that the *Glen Line* have again put a boat, the *Glenhead*, on the berth direct from Hankow to London, and we understand she secured almost a full cargo in Hankow; she left Woosung on the 3rd inst. for Foochow where she expects to fill up.

Coastwise.—This market since last writing has continued weak. Yangtze rice freights are down to 19 candareens and the season is practically over. Reports from the South, where there is an abundance of spare tonnage, are also very discouraging, so that the outlook for the summer months is not very bright.

Coal.—Japan.—There has been very little doing in this market since last writing and there is nothing of interest to report; arrivals continue pretty much the same as usual, but freights are down all round, as low as \$1.25 having been offered from Moji to this.

Kerosene Oil.—Although the price quoted at the Tea-shops is \$15.22½ for Devos, importers are still sticking out for \$15.23 less 2%, but we have not heard of any business settled at that figure.

In Anchor chop the price quoted at the Tea-shops is \$15.22½, whereas first hands are asking \$15.20 less 2% for cargo to arrive, on which basis we under (and about 100,000 cases have changed hands).

Dragon chop is quoted at \$15.192½ net, whilst importers are asking \$15.20 less 2%, but there has been nothing doing. There has been a slight business done in bulk oil at the Tea-shops at the rate of \$15.176½ and from importers at \$15.180 less 2%.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	108 1/2
Bank Bills, on demand	8 3/16
Credits, 4 months' sight	8 1/2
Dinero 4 months' sight	8 1/2
ON BERLIN, (demand)	11 1/2
ON PARIS, Bank Bills, on demand	2 1/4
Credits, 4 months' sight	2 1/4
ON NEW YORK, Bank Bills, on demand	41
Credits, 30 days' sight	41 1/2
ON BOMBAY, Telegraphic Transfer	12 1/2
On demand	12 1/2
ON SHANGHAI, Telegraphic Transfer	14 1/2
Private 30 days' sight	14 1/2
ON YOKOHAMA, T.T.	14 1/2
Sovereigns, Bank's Buying Rate	\$11 85
Gold 100 touch, per tael	61 35
Bar Silver	24 5/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW	@	No sales
1st YEAR	@	1,000
OLDST	@	1,080 1/2, 1,100
PATNA NEW	@	1,040
OLD	@	1,027 1/2
BENARES NEW	@	1,050
OLD	@	1,028 1/2
PERSIAN (KAPUR)	@	No sales

TO-DAY'S Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 16th June, 1903, at 11 A.M.,

SALES ROOMS, No. 8, Des Vieux Road, Corner of Ice House Street,

SUNDY HOUSEHOLD FURNITURE.

Comprising:—SINGLE IRON BEDS FEADS WITH WIRE and HAIR MATTRESSES Complete, One Large WOODEN HOME-MADE BED, CAMP BED, PICTURES, TIENTSIN CARPETS, CHAIRS, &c., &c.

Also TWO COMPASSES, One SEXTANT, One COTTAGE PIANO, by Collard & Collard, London;

AND A Quantity of GOLD and DIAMOND JEWELLERY.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 15th June, 1903. [703]

EXTRAORDINARY ART SALE.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY the 18th June, 1903, at 2.30 P.M.,

SALES ROOMS, No. 8, Des Vieux Road, Corner of Ice House Street,

A VERY FINE COLLECTION OF JAPANESE SILK EMBROIDERIES AND TEXTILES,

Comprising:—RARE PALACE and TEMPLE HANGINGS, FINE OLD BROCADES, BEAUTIFUL SILK EMBROIDERED KIMONOS, ARTISTIC CUT VELVET PICTURES, and VERY FINE SILK EMBROIDERED SCREENS;

NOTE:—The above is one of the finest Collections of Embroideries hitherto offered for sale and for the most part will be sold without reserve.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 15th June, 1903. [703]

WANTED TO EXCHANGE—TASMANIAN FOR CHINA BIRDS' EGGS AND SHELLS.—W. ATKINS, HOBART, TASMANIA, AUSTRALIA.

15th June, 1903. [704]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"AMBRIA," Captain Duckstein, will be despatched for the above Ports on WEDNESDAY, the 17th instant, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th June, 1903. [706]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW. THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, on THURSDAY, the 18th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 15th June, 1903. [707]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"YUENSANG," Captain S. J. Payne, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th June, 1903. [708]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA," Captain Duckstein, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th June, 1903. [709]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"MORAVIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th June, 1903. [710]

To-day's Advertisements.

S.S. "ERNEST-SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Cordouan*, and from Bordeaux ex s.s. *Ville de Cotte*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, of the 14th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 20th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd instant, or they will not be recognised. All damaged packages will be examined on MONDAY, the 22nd instant, at 3 P.M.

No Fire Insurance has been effected. G. DE CHATELLEUX, Agent.

Hongkong, 15th June, 1903. [7000]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, ADEN, BOMB

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMEDES"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

S.S. "PROMETHEUS" left Singapore 12th inst. and is due here 17th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL	"HYSON"	On 16th June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & ABERDEEN	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 18th August.

* Taking Cargo for Liverpool at London Rates.
S.S. "HYSON" left Shanghai 12th inst. for this.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 14th July.
	"NINGCHOW"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SAMARANG and SOERABAYA	"YUNNAN"	17th June.
MANILA	"SUNGKIANG"	" at Noon.
TIENTSIN	"KWEIYANG"	" 18th "
CEBU and ILOILO	"KAIFONG"	" 22nd "
MANILA	"CHINGTU"	" 4th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	" 4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th June, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SUNDAY, 21st June.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	THURSDAY, 25th June.
FOR FOCHOW*	"ANPING MARU"	J. Goto	

* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.
For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, 13th June, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.
Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
THE Steamship"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including.
Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class	\$1.50
2nd "	70
3rd "	30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 30th May, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Capt. J. G. O'Brien, will be despatched for the above Ports TO-MORROW, the 16th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 15th June, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	TUESDAY, 16th June at 11 A.M.
ROSETTA MARU	N. Tate	3,876	FRIDAY, 19th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.
Hongkong, 15th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
THE Company's Steamship"MORAVIA,"
Captain Seich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.
For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 1st June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP
VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"
Captain Holman, will be despatched as above on TUESDAY, the 23rd July.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 27th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 5th June, 1903.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"
Captain Hutton, will be despatched as above on or about THURSDAY, the 2nd July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th July, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND TAMSUI.
THE Company's Steamship"HAILONG,"
Captain Evans, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 11 A.M.
For Freight or Passage, apply to
DOUGLAS, LAFLAIX & Co.,
General Managers.
Hongkong, 15th June, 1903.

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Japanese Mail Steamship"KUMANO MARU,"
4,500 Tons, Captain E. W. Haswell, will be despatched for the above Port on FRIDAY, the 19th instant, at 4 P.M.
This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 13th June, 1903.REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About
"CHARLES TIBERGHEN" 24th June.
"MACDUFF" 15th July.
"SAINT BEDE" 25th July.
For Freight and further information, apply toDODWELL & Co., LIMITED,
Agents.
Hongkong, 12th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
THE Company's Steamship"VINDOBONA,"
Captain Golob, will be despatched as above on FRIDAY, the 16th instant, P.M.
For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 12th June, 1903.

Shipping.

STEAMERS.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M. from Macao to Hongkong at 2 P.M. SUNDAY included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50 return ticket, \$2.50.
3rd Class, \$1.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 13th June, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
VOYK VIA THE SUEZ CANAL.
THE Company's Steamship"ARARA,"
Captain Williamson, will be despatched on THURSDAY, the 18th instant, to be followed by the Steamship
"VERONA,"
Captain J. Hansen, on or about WEDNESDAY, the 15th July.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 12th June, 1903.

Arrivals.

Nippon Maru, Jap. s.s., 3,437, Greene, 13th June.—San Francisco 10th May, and Shanghai 10th June, Mails and Gen.—F. M. S. S. Co.
Rosetta Maru, Jap. s.s., 2,402, Tate, 13th June, Mails 10th June, Gen.—T. K. K. Meravia, Aust. s.s., 3,603, Seich, 13th June, Kobe and Moji 9th June, Gen.—S. W. & Co.
Emma Luyken, Ger. s.s., 1,110, Martens, 13th June, Saigon 9th June, Rice.—E. A. T. Co.
Ayr, Br. s.s., 1,955, Gibson, 13th June, Moji 7th June, Coals.—M. B. & Co.
Meefoo, Ch. s.s., 1,321, Stewart, 13th June, Shanghai 10th June, Gen.—C. M. S. N. Co.
Ernest Simons, Fr. s.s., 2,162, Fromy, 14th June, Mails and Gen.—M. M.
Freussen, Ger. s.s., 3,278, Prehn, 14th June, Hamburg 20th Apr., and Singapore 10th June, Mails and Gen.—M. & Co.
Shaoching, Br. s.s., 1,207, Harris, 14th June, Hankow 9th June, Rice.—B. & S.
Hansgang, Br. s.s., 1,256, Wilde, 14th June, Shanghai 9th June, and Swatow 13th, Gen.—J. M. & Co.
Trieste, Aust. s.s., 3,203, Muoni, 14th June, Trieste 17th May, and Singapore 8th June, Gen.—S. W. & Co.
Hanoi, Fr. s.s., 739, Merlees, 14th June, Haiphong and Hoihow 11th, Gen.—A. R. M.
Kalgan, Br. s.s., 1,068, Speed, 14th June, Tientsin 14th June, Gen.—B. & S.
Bombay Maru, Jap. s.s., 3,398, Murai, 14th June, Yokohama 3rd June, Gen.—N. Y. K.
Tsintau, Ger. s.s., 1,002, Koch, 14th June, Bangkok 8th June, Gen.—B. & S.
Rinaldo, H.M.S. sloop, 980, Wake, 14th June, Nagasaki 8th June.
Wingsang, Br. s.s., 1,554, Sellar, 14th June, Canton 14th June, Gen.—J. M. & Co.
Oceanien, Fr. s.s., 4,239, Guignes, 15th June, Shanghai 12th June, Mails and Gen.—M. M.
Hailong, Br. s.s., 783, Gibson, 15th June, Amoy 14th June, Gen.—D. L. & Co.
Triumph, Ger. s.s., 768, Hansen, 15th June, Haiphong 12th June, and Hoihow 14th, Gen.—J. & Co.
Thuyen, Fr. s.s., 1,296, Thomas, 15th June, Saigon 11th June, Rice.—B. & S.
Ambria, Br. s.s., 3,287, Duckstein, 15th June, Hamburg 29th Apr., and Singapore 9th June, Gen.—H. A. L.
Yawata Maru, Jap. s.s., 2,366, Moses, 15th June, Melbourne 27th May, and Manila 13th June, Lead, Copper and Gen.—N. Y. K.
Hyson, Br. s.s., 4,233, Davies, 15th June, Shanghai 12th June, Gen.—B. & S.
Machew, Ger. s.s., 996, Haynes, 15th June, Haiphong 12th June, and Hoihow 14th, Gen.—J. & Co.
Leopold, Am. s.s., 1,147, Johns, 15th June, Canton 14th June, Gen.—J. M. & Co.
Hip Sang, Br. s.s., 1,040, Stalker, 15th June, Canton 14th June, Gen.—J. M. & Co.
Yunnan, Br. s.s., 1,266, Benson, 15th June, Canton 14th June, Gen.—B. & S.
Kowloon, Ger. s.s., 1,487, Stehr, 15th June, Canton 14th June, Gen.—S. & Co.

Intimations.

CURES

MEN & WOMEN

Big G is a non-poisonous remedy for any humoral disease and inflammation of the urinary tract, or irritation of the mucous membranes. It is a powerful diuretic, and is guaranteed not to irritate. It is a powerful diuretic, and is guaranteed not to irritate.

Circulation of request.

The East Asiatic Co., Ltd., CINCINNATI, O., U.S.A.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
26, Colman Road Central.
Hongkong, 9th February, 1903.

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STOCKS.	PAID UP CAPITAL.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
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...chicken	...drumless...	...Waihaiwei
...dier	...destroyer...	Weihaicwei
...phenix	...sloop	Labuan
...tambler...	...survey	Shanghai
...tinaldo...	...sloop	Hongkong
...tobin	...river g.-b...	Hongkong
...tosan o...	...sloop	Yangtze
...andpiper	...river g.-b...	West River
...nippe	...river g.-b...	Yangtze
...pate	...survey	en route Home
...aku	...destroyer	Hongkong
...albot	...cruiser	Japan
...amnar	...receiving	Hongkong
...cal...	...river g.-b...	Yangtze
...hetis	...cruiser	Yangtze
...weed	...coast g.-b...	Yangtze
...estal	...sloop	Yangtze
...Whiting	...survey	Weihaicwei
...Whiting	...destroyer	Hongkong
...Woodcock	...river g.-b...	Yangtze
...Woodlark	...river g.-b...	Yangtze

High Class

Gentlemen's

Outfitters.

EVERYTHING

UP TO DATE.

28, Queen's Road.

WILLIAM POWELL, LTD.,

28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class

Gentlemen's

Outfitters.

FAMED FOR

SHIRTS.

28, Queen's Road.

NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE
NEWEST STYLES.

REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK
FROCKS FOR SUMMER WEAR.

June 6th.

R. G. HECKFORD,
MANAGER.